

Virginian-Pilot.

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TWELVE PAGES.

THURSDAY, DECEMBER 13, 1900.

THE SUBSIDY BILL AND ITS LESSON.

The debate in the Senate is making
air-holes in the Ship Subsidy bill. The
press of the country has relentlessly
exposed the gross favoritism it would
work in practical operation and the
thorough viciousness of the principle
that underlies it. Hardly a representa-
tive newspaper of the country but op-
poses it. Even the influential financial
and trade journals that represent, in a
measure, the solid business classes,
condemn it. Nevertheless, the chances
are all that it will be forced through
at the present session of Congress.
There are perhaps not 20,000 people of
all our 75,000,000 who want the Ship
Subsidy bill passed, or who will reap
a cent of reward from it, directly or
indirectly, if it is passed.

The inference from these facts is per-
fectly obvious. The Republican lead-
ers in Congress care nothing for public
opinion as such. Congress and the
Senate, as at present constituted, are
not to give the country genuine repre-
sentative government. Public opinion as
a controlling factor in legislation, is a
thing of the past. Ten years ago no
Congressional majority would have
dared to pass the Ship Subsidy bill,
any more than it would have dared
to become responsible for the Porto
Rican tariff act.

There are some things of course that
the present Congress would not dare
to do. Perhaps it would not dare to
vote \$9,000,000 directly to the ship
builders of the country, though the
Subsidy bill practically amounts
to that. To this extent only respect
is still shown public opinion—the gov-
ernment must be plausibly plundered. But
it is always possible to plunder the
government in a plausible way, and
so it really with a thoroughly venal
majority in Congress public opinion
has no terrors; it is as impotent as
the idle wind.

If public opinion is not the control-
ling factor in Congress what is? Money;
nothing else. This does not necessarily
mean that a majority in Congress is
bought or can be bought with crisp
bank bills. It does mean that the few
men, who represent millions of dollars,
have more weight with Congress than
the millions of men who have compar-
atively few dollars. The few men can
get anything they want, within limits,
that will permit the majority to either
defend the jobs with a show of reason
or avoid the full measure of responsi-
bility. The way in which a thing is
done, and not the nature of the thing,
is the chief consideration in national
legislation at this time.

It was pointed out over and over
again, in the late campaign that, backed
as the Republican party is by the
fiscal interests of the country, its vic-
tory would mean the practical elimina-
tion of the public will as an influence
in the government. That is precisely
what has happened; otherwise the Ship
Subsidy bill could not command a ma-
jority in either house. This bill is
merely a flower on the stalk of "pro-
tection to infant industries." It is
merely a ranker piece of that class-
legislation to which the Republican
party has always been devoted. Still
ranker class-legislation will follow it.
We shall go from the flower of the
fruit just as naturally and as easily
as we have gone from the stalk to the
flower.

There is not an important measure
before Congress that is not class-legis-
lation in one form or another. The
Army bill is class-legislation in a
double sense. It creates an important

and permanent military class, which is
at once burdensome, offensive and dan-
gerous to the great mass of the people.
It is class-legislation in that it helps
the wealthy manufacturers, who supply
arms, food and clothing to the
army. It is class-legislation because a
permanent increase of the Standing
Army is desired for "moral effect" by
the large fiscal interests. The bill re-
ducing the war tax is class-legislation,
in that it carries a \$10,000,000 conces-
sion to the Brewers' Trust. The oleo-
margarine bill is class-legislation, be-
cause it was dictated by the trust
which controls dairy products.

And the remedy for this state of
things? There isn't any at present;
but the blessed privilege, of grinning
and bearing it, remains.

THE BEARING OF THE NEELY CASE.

If the dispatches state correctly the
legal points involved in the Neely
case, the incidental bearings of the
Supreme Court's decision (when it
shall be made), will altogether over-
shadow in importance the question
of whether or not Neely is to be re-
turned to Cuba for trial, as greatly
as all honest men desire to see that
arch scoundrel suffer meet punish-
ment for his villainy.

It is asserted that the case will in-
volve the constitutional right of the
President to maintain a military govern-
ment in Cuba under the treaty of
Paris, and incidentally to set up such
a government in any foreign country.
It will be readily seen that if the
Court shall hold that the President
has no such power, grave consequences
and an inextricable legal tangle will
follow.

If the government, established by
the President in Cuba, is not a lawful
government, it would seem to follow
naturally that the acts of such a gov-
ernment are not lawful or binding. If
all this while the government set up
in Cuba has been collecting taxes, dis-
bursing public funds, punishing crime
and in general exercising the multi-
farious functions of government with-
out any legal authority, a curious and
unpleasant situation would result.

It would appear that in such case,
any rights acquired by persons or cor-
porations in Cuba under the govern-
ment, ad interim, would be liable to
forfeiture when Cuba establishes its
own government. As sovereignty must
reside somewhere, where has it been
hiding while the military government,
established by the President, has
been in possession? If the military
government was without legal author-
ity, where will those who have paid
customs duties at the ports of Cuba
sue to recover the money they were
forced to pay without authority of
law? These are a few of the side is-
sues, or incidental bearings, that make
the Neely case of unusual interest and
importance.

MARS AND "MY LADY NICOTINE."

The Charlotte Observer, which is as
great a connoisseur in tobacco as it is
in poetry and demonology, comes out in
favor of tobacco as a part of the army
ration. It says:

The Observer confesses to some inter-
est in the fate of Congressman
Otey's bill to issue tobacco rations to
our troops. What has become of it?
The matter is called to mind by an ar-
ticle in the London Lancet bearing
upon this same question of tobacco for
the soldiers. That paper is regarded
as the foremost medical authority in
England, and after careful considera-
tion of tables of statistics and regimen-
tal reports, it has concluded that the
British soldiers endured the ardors of
the South African campaign so uncom-
plainingly and hardly by reason of in-
dulgence in tobacco. The Lancet de-
clares that "used with moderation, to-
bacco is of value second only to food
itself." The veldt war was a war of
long marches on scant food. The Lan-
cet finds that these long and stern
marches "were borne by the soldiers
with a grumble only when their
smokes failed them." These facts
should inspire Congressman Otey to re-
newed endeavors. The tobacco ration
should be incorporated in the pending
army bill.

The Observer might have added that
when starving Ladysmith was relieved
the first thing the walking skeletons
who garrisoned asked for was tobacco,
not food. May it not be a fact that to-
bacco was partially responsible for the
heroic tenacity of the boys in gray
when they were reduced to about one
square meal a week? It's a likely
theory. Why, give a man a pipeful of
bright Virginia tobacco—the finest in
all the wide world—and when he has
finished he will fight his mother-in-
law or a buzz-saw. He just naturally
feels that he has tasted the keenest of
earth's delights, and there is nothing
more to live for; he hates to go back
to coupon clipping after that. Nobody
knows this better than Hon. Peter
Johnston Otey, the genial and philoso-
phical Representative of the Sixth Vir-
ginia district, and if Congress don't
take his advice in the premises it will
only show that it don't know a little
bit about human valor and the inspira-
tion thereof.

Colonel Mills' defence of the Military
Academy in the Booz case is decidedly
Hibernian. He respectfully submits:
First, that it was the custom to pour
hot sauce down the throats of students
who would not fight and nobody had
ever been hurt by it; second, hot sauce
was not poured down the throat of
Cadet Booz.

The impression prevails that the
several commercial treaties will have
rough sledding in the United States
Senate. As a matter of fact one of the
vicious features of a protective system
is the executive-made reciprocity part
of it, permitting, as it does, unjust
and arbitrary discriminations.

WHO WANTS MORE LAWS?

The press of the State is almost unan-
imous in opposition to general legisla-
tion at the extraordinary session of the
General Assembly, to be held next
Spring. A number of weekly papers,
who usually keep in close touch with
the sentiment of their communities, are
outspoken in favor of the Legislature's
doing what it has been called together
to do, and then going home.

The Virginian-Pilot is at a loss to
understand from what quarter the
pressure for general legislation comes.
There are, to be sure, several matters
in which relief legislation is demanded
—notably the State prison—but apart
from these, no considerable number of
people in the State are demanding leg-
islation of any sort. The Salem Times-
Register remarks that the question of
general legislation will precipitate a
hot fight in the Democratic caucus and
adds:

"Senator Flood will lead the fight for
'letting down the bars,' while Senator
Wellins will offer vigorous opposi-
tion and contend that Legislature was
called for a specific purpose, and hav-
ing disposed of that should adjourn im-
mediately. Both sides will have strong
backing, but it is safe to say that the
advocates of general legislation are in
the majority and will win out."

Senator Flood comes from the other
end of the State and that section may
be suffering for more statutes; as to
that we are not advised, but the peo-
ple in this neck of the woods would
be quite satisfied to worry along with
what laws they have until the Consti-
tutional Convention shall have done its
work, and intelligent legislation become
possible. The eagerness of a few poli-
ticians to legislate just at this time,
and in the absence of any specific need
or popular demand for legislation,
greatly increases the chances that the
legislation will be bad.

The city of Toronto seems to have
taken up the fight in dead earnest
against the extortionate monopolies
that victimize so many American cities.
From the project for a Municipal Tele-
phone system it has gone to another for
Municipal Gas works. The proper con-
servation of the interests of the public
seems to be a part of the business of
the Municipal Legislature of Toronto.
It might not be a bad idea to import a
few Toronto Aldermen to set up a kin-
dergarten in Norfolk to teach our
Councilmen what is expected of a pub-
lic servant.

Yesterday they had a pretty good
specimen of a high old time in Wash-
ington, but for the real thing we shall
have to wait for the coronation early in
the spring.

The pressure of public sentiment in
Germany in favor of the Boers is so
strong that Von Buelow has felt im-
pelled to explain Emperor William's re-
buff to Kruger, declaring "there was
no use for us to pinch our fingers be-
tween the door and the hinges." If the
reports from China are to be credited
"our fingers" are at present engaged
in the more profitable business of
"pinching" the property of other peo-
ple.

If Portugal had waited much longer
to get its name in the papers every-
body would have been asking, "Who in
thunder is Portugal?" As it is, nothing
but the Delagoa Bay railway case
saved it.

How does it happen that Hon. Mar-
cus A. Hanna has not lifted up his
voice in behalf of the subsidy bill? Can
it be that he suspects that Hon. Rich-
ard Franklin Pettigrew lieth in wait
with a basketful of brickbats?

Clark, of Montana, is pleased over
his endorsement in that State. That
made him quite happy. That which
would afford him the next most pleas-
ure would be the defeat of Senator
Chandler in New Hampshire.—Knox-
ville Journal and Tribune.

If the esteemed Journal and Tribune
will explain how it managed to shove
that bit of grammar through its Mer-
genthaier it will put a perplexed public
once more at ease.

The New York Mail and Express
climbs in that there is "no ground for
pessimism." The Mail and Express is
remarkably cheerful for a newspaper
that has been consigning its town to
the demolition bow-wows long before
sundown every day.

Hon. Joe Chamberlain explains that
he only has a few "trifling investments"
in the arms companies supplying the
British army. Like the Southern Bell
Telephone Company, Joseph fought shy
of figures.

Mr. S. S. Patterson, a member of the
Legislature, says he does not believe
that railroad attorneys should be elect-
ed to the Constitutional Convention.
Just to show Mr. Patterson how far
wrong he is the railroad attorneys will
now proceed to get a majority of the
convention chosen from their numbers.

GENERAL PRESS COMMENTS.

Even John D. Rockefeller has his
financial trouble. Instead of Standard
Oil paying \$50,000,000 in dividends this
year, it pays a paltry \$48,000,000 only.
And coal up and new rent due in De-
cember!—N. Y. World.

Georgia furnishes an instance,
through the Macon Telegraph, of the
growing disposition in this country (for
it is not confined to Georgia) to revive
those persecutions of the poor which
so disgraced British law down into the
present century. Half a dozen able-
bodied white men, according to the
Telegraph, were on the 12th sentenced
by the mayor to work from ten to
twenty days in a gang for no other
crime than that of passing through
Macon on foot instead of traveling in
carriage or railroad cars. The report
calls them "tramps," and the reporter
tells of their plight as if it were a most
excellent joke. If persons supposed to
be tramps can be treated in this way,

without evidence of any criminality on
their part, the time is not far distant
when the persecution will reach to
classes higher up than tramps.

"THE PUBLIC."

THE GROUT BILL.

(Philadelphia Record.)

There is force in the contention of the
opponents of the Grout bill—proposing
to put a tax of 10 cents a pound on
oleomargarine colored to imitate butter
and to reduce the tax on uncolored
oleomargarine to 4 cent a pound—that
the tax so laid would operate to prevent
fraud at the factory while encouraging
fraud at distant points of distribution.

The owners of creameries scattered
through all the milk producing areas of
the States are not likely to resist the
inducement to adulteration which lies
in the margin between 8-cent and 20-
cent butter. The restrictive provisions
of the Grout bill, if it shall be adopted,
will need to be supplemented by fur-
ther State legislation to prevent the
fraudulent use of oleo oil and oleomar-
garine after shipment from the point
of original production.

IN THE NECK.

(Baltimore News.)

The esteemed New York Sun's diffi-
culty in finding out the exact meaning
of "chewing the rag" might be relieved
by reading its own editorial columns.

INDICTMENT OF THE SUBSIDY BILL.

(New York Journal of Commerce.)

I. It is voting money raised by taxa-
tion to persons who are conducting
business for their own profit.

II. The limitation of the amount to
be disbursed to \$9,000,000 is a decep-
tion. At the hearing before the House
committee the chairman, General
Grosvenor, said: "I presume that we
may assume that if the \$9,000,000 is
exhausted and the result has been
very beneficial, that our successors
will have intelligence enough to in-
crease"—"Undoubtedly," interrupted
ex-Senator Edmunds, the attorney for
the shipbuilders.

III. On the other hand, if it does
not greatly stimulate shipbuilding
there will be agitation for a larger
subsidy, just as this measure is urged
on the ground that the postal subsidy
of 1891 was not sufficient.

IV. Much the greater part of the \$9-
000,000 will be absorbed by ships in ex-
istence and those under contract;
there can be no considerable increase
of our shipping without running over
the \$9,000,000 or reducing the
rates of subsidy, which are stated to
be now as low as possible to put our
ships on an equality with those of
England.

V. The subsidy assures the country
of no additional shipping facilities; it
is a bonus for business, most of which
is now carried on for private profit.

VI. It offers no promise of lower
freight rates; its purpose is to meet
what are alleged to be additional ex-
penses. Therefore it is of no impor-
tance to American shippers.

VII. As shipping is now offered as
fast as the need of it arises the value
of foreign markets is no excuse for
this measure.

VIII. A committee of the National
Association of Manufacturers has cer-
tified that in the case of South Amer-
ica all the shipping we can use is
offered to us now. In other directions
we are generally better supplied than
we are in the direction of South
America.

IX. The International Seamen's
Union, in its recent convention in Bos-
ton, said there was nothing in the bill
to increase the number of Americans
who would go to sea.

X. There is no protection of the
government in the event of war,
it should need steamers, the owners
may demand any price they can get
the government at a moment of de-
perate need to pay.

XI. The steamers that will be built
under the influence of this measure
will be of little or not service to the
United States as armed cruisers. "We
knew as practical men that the 21-
knot ship is a bad ship for the ship-
owner, and we know from the in-
quiries we have made as to what ships
will be built if this bill is passed that
all the vessels contemplated will be
vessels of moderate speed, none of
them exceeding 17 knots."—Testimony
at the Senate hearing.

XII. The greatest share of this sub-
sidy, amounting to three or four hun-
dred thousand dollars per ship per an-
num, will be paid to a few expensive
passenger steamers which carry very
little freight.

XIII. The highest rate of compensa-
tion would be made to the class of
steamers of least value to the govern-
ment and the most economical to their
owners. "I should say offhand that the
14-knot ship of the largest possible
size—that is, a ship carrying about 10,000
tons—would be the ship that under
that (subsidy) bill would get the best
compensation."—That is, if it is
14 knots is about the speed that we think
is economical speed to do the busi-
ness."—Testimony at House hearing.

XIV. There is nothing in this bill
for the government and nothing for
the producers of our exported mer-
chandise; the sole beneficiaries are the
shipowners and builders, and the ship-
owners of France, which has very
much such a law as this, complain
that the shipbuilders have marked up
their prices and got all the bounty
away from them.

XV. The bill was confessedly pre-
pared by the men who expect to get
the money and who have employed
counsel, Mr. Edmunds, to persuade
Congress to vote it to them.

XVI. Commissioner Chamberlain ad-
mits that under the Senate bill eight
tankers of the Standard Oil Company
will get over \$71,000 a year, but it is
believed that there are thirty-five of
them which can be brought within the
provisions of the bill and will get
\$400,000 a year.

XVII. Subsidies have been defended
on the ground that they constitute a
logical part of the protective system.
This is not true. Mr. Cannon, of Illi-
nois, Republican, defeated the renewal
of Roach's Brazilian subsidy on the
ground that it increased our imports
very much more than our exports.
Henry C. Carey expressed the wish
that the Atlantic were a sea of fire,
so that it could not be crossed. Hor-
ace Greeley said: "When it takes the
wheat, the flesh, the corn and the cot-
ton to a distant manufacturing cen-
tre, a locomotive is an exhaustor. Its
smoke is a black flag, and its whistle
is the scream of an evil genius." How
much more is the smoke of a steam-
er carrying these things out of the
country a black flag. Prof. Robert
Ellis Thompson, of the University of
Pennsylvania, says it would be better
to hang a man than to make a com-
mon sailor of him, and that "John
Fitch's application of steam power to
navigation has rendered no greater
service to mankind than this, of re-
ducing the number of those who are
required to conduct the interchanges
of commodities between nations."

HAVE DISCONTINUED THE SOUTHERN BELL TELEPHONE.

THE LIST IS GROWING.

For the information of the public the Virginian-Pilot will
from day to day publish a list of the names of business houses
and residences that have discontinued the service of the
Southern Bell Telephone Company. If you have discontin-
ued, or intend to do so, please notify the Virginian-Pilot.

The following list of subscribers, who have ordered their
'phones out, has been furnished the Virginian-Pilot:

- ARMSTRONG & BRAINARD, Real estate, 308 Main street.
- AMES, BROWNLEY & HORNTAL, Dry goods and notions, Monticello
Hotel, corner Granby street and City Hall avenue.
- EDWARD R. BAIRD, JR., Attorney at law, Lowenburg building.
- A. BRINKLEY & CO., Wholesale grocers, 157 Water street.
- A. BRINKLEY, Residence, 805 Court street, Portsmouth, Va.
- CAPT. J. M. BURDEN, Grocer, Church and Nicholson streets.
- W. LINDSAY BIBB, Attorney at law, 53 Granby street.
- C. H. BULL & CO., Wholesale lumber, 611 Columbia Bldg.
- C. H. BULL, Residence.
- CHARLES J. BASSETT, Milliner, 386 Main street.
- J. L. BUNTING, Grocer and ship chandler, corner Main and Mathew streets.
- G. S. BRIGGS & CO., Wholesale lumber, rooms 604-608 Citizens' Bank bldg.
- C. BILLUPS, SON & CO., Manufacturers agricultural imp., 190-201 Water St.
- BRAMBLETON LOCAL BOARD OF IMPROVEMENTS.
- W. L. BROOKE & CO., Wholesale grocers and provisions, 81 Roanoke ave.
- L. R. BRITT & CO., Wholesale grocers, 12 Nivison street.
- CAPT. J. M. BURDEN, Grocer, Church and Nicholson streets.
- D. CARPENTER, Furniture and carpets, 356 Main street.
- D. CARPENTER, Residence.
- COUPER MARBLE WORKS, 159 Bank street.
- COURTLAND LUMBER CO., 602-603 Citizens' Bank building.
- COLUMBIA PEANUT CO., 307-311 Water street.
- CABLE'S BAKERY, 56 Bank street.
- L. W. DAVIS, Wholesale tobacco and manufacturer of cigars, 94-96 Com-
mercial Place.
- GEORGE W. DEY & SONS, General Insurance agents, 261 Main St.
- S. DOZIER, Dry goods and notions, 206 Main street.
- DUNCAN BROS., Wholesale and retail grocers, 41 Market Place.
- R. J. DUNNING, Residence.
- J. W. DEJARNETTE, Merchandise brokers, 143 Water street.
- J. ENGLE & BRO., Hardware, cor. Main St. and Roanoke avenue.
- EGGLESTON & EPPES, Insurance, Haddington building.
- E. B. FREEMAN & CO., Lumber manufacturers, 602-603 Citizens' Bank
building.
- E. B. FREEMAN, Residence.
- R. S. GODWIN & CO., Produce commission merchants, 75 Roanoke avenue.
- F. L. GRANDY, Hay, grain and feed, 42 Roanoke avenue.
- H. B. GOODRIDGE & CO., Wholesale grocers, 92-98 Water street.
- T. W. GODWIN & CO., Proprietors Virginia Iron Works, 452-463 Water St.
- J. S. GROVES CO., Wholesale fruit, produce and commission merchants, 39-
41 Roanoke square.
- J. HARDY HENDREN, Marine notary, 51-53 Commercial Place.
- HUDSON & BRO., Freight transportation, river, bay and sea towing, 63
Roanoke avenue.
- CALEB HODGES, Grocer, corner Mosely and Chapel streets.
- C. H. HOOVER, N. Y. Life Ins. Co., Citizens' Bank Bldg.
- W. P. IVES & CO., Wholesale liquor dealers, 99 and 101 Commercial Place.
- W. P. IVES, Residence, Portsmouth.
- GALE JEWELRY CO., 810 Main street.
- JOHNSON & DAUGHTREY, Wholesale commission, Roanoke Dock.
- A. M. JOHNSON, Contractor and builder, 192 Bank street.
- JESSE JONES & SON, Hay, grain and mill feed, 26-30 Roanoke Dock.
- MRS. R. B. JONES, Residence.
- KELLY & BORUM, Wholesale grocers, 38-40 Commerce street.
- KELLY, THORNTON & WILLIAMS, plumbers, 174 Bank street.
- J. W. LAWRENCE & SON, Commission merchants, 22 Commerce street.
- DR. J. F. LYNCH, Office 201 Columbia building.
- LAWRENCE & WELTON, Dry goods and notions, 218 Main street.
- MOTTU, DEWITT & CO., Brokers, 31 Granby street.
- F. E. NOTTINGHAM, Real estate and rental, Columbia Bldg.
- NORFOLK BOAT CLUB, Foot Freemason street.
- OLD DOMINION PAPER CO., Paper Dealers and printers, 98-100 Commer-
cial Place.
- B. G. POLLARD, Commission merchants, 36 Roanoke Square.
- J. W. PERRY & CO., Cotton factors and commission merchants, Fayette
corner Lee, Southern Railway wharf.
- J. W. PERRY, Residence.
- THE PETERSBURG, NORFOLK & JAMES RIVER STEAMBOAT CO.
- J. W. PEDIN & CO., Wholesale grocers, 49 Commercial Place.

Continued on Page 5.